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SOURCE Newspapers as indicated.

TO BUILD COAL-DUST-FIRED LOCOMOTIVES;
RR CAR PLANT UPS OUTPUT

70 PLANNED FOR 1950 -- Landes-Zeitung, No 103, 4 May 50

According to Railroad Counsel Wendler (fnu), operation of coal-dust-fired locomotives has proved economical. It requires only 45 minutes of firing to ready such locomotives for operation, compared with 4-6 hours for briquette-fired locomotives. Besides, the use of coal dust lowers coal consumption. In round-trip test runs between Halle and Sangerhausen, with an 850-ton train, one locomotive consumed 6.5 tons of coal dust while the other required 8 tons of briquettes. Whereas the coal-dust-operated locomotives in use at present carry a supply of 15-16 tons, a coal-dust tender to be hooked onto the locomotive will increase the supply carried to 40 tons, sufficient for a run five to six times the distance from Berlin to Hamburg.

Seventy coal-dust-fired locomotives will be built in 1950.

PLANT LOWERS PRODUCTION COSTS -- Landes-Zeitung, No 103, 4 May 50

The people-owned Dessau Railroad Car Factory has fulfilled its quota under the Two-Year Plan. Output in 1949 was 216 percent higher than in 1947 and four times as high as in 1936. Production costs have been reduced by 47.6 percent since 1948.

STEPS UP FREIGHT CAR REPAIR -- Volksstimme, No 104, 5 May 50

The Chemnitz Railroad Repair Yard has repaired 30,000 freight cars since 1945. Inasmuch as 25,000 freight cars, 10,000 passenger cars, and 2,000 locomotives had left the repair yard up to 31 March 1949, this means that 5,000 freight cars were repaired during the past year. Although this yard originally handled only passenger cars, 70 percent of the current repairs are on freight cars.

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FREIGHT BELT CIRCLES EAST BERLIN -- Taegliche Rundschau, No 107, 10 May 50

A freight belt which completely encircles the East Sector of Berlin was opened to traffic 6 May by Herr Schmidtke (fnu), president of the Berlin Reichsbahn Directorate.

The 50 kilometers of track were completed in approximately 7 months. During construction, repairs had to be carried out in 30 places and a number of steel constructions were required. The work was done by 15 private firms and eight construction trains of the German Reichsbahn.

YOUTHS OPERATE FIRST LONG-DISTANCE RR STATION -- Volksstimme, No 102, 3 May 50

The Dresden-Mitte railroad station, which was turned over to young railroad workers on 1 May 1950, is the first long-distance station in the German Democratic Republic to be operated by youths. It is staffed by 43 youths up to 25 years of age. Ninety long-distance trains pass through this station daily.

YOUTHS OPERATE LEIPZIG RR STATION -- Taegliche Rundschau, No 107, 10 May 50

The Wiederitzsch railroad station in Leipzig started operations on 1 May as the first youth station in the Leipzig Reichsbahn Directorate. Its 50 employees, averaging 19 years of age are all members of the Free German Youth.

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